Approaching Arctic Europe from the some of these Lapps with their "ski-Atlantic or Norwegian side, the coast | dors" as assistants to the undertaking. bold and mountainous, like our own Alaska coast where the spurs of the to their swiftness. Even yet, some Rocky Mountains come down to the questions having been brought forward gulf stream of the Atlantic ocean pours | rectly judge distances over which they is heat-laden waters, and as far north as the North cape itself, three hundred miles above the Arctic circle, we can Lapps on skidors, and when they rehardly say that we have Arctic weather. ccean steamers travelling back and forth during every month of the year and the Dickson, one of Nordenskjold's patrons. scaports remaining open the whole win- being in Lapland at Quickjok. on the coast itself, we have to travel races among the Lapps on skidors but a short ways inland, up the high to test their capabilities of making mountains and across their dreary the speed they claimed. The distance moors, before we are in the true Arctic | which they thought they had travelled climate and can take a ride a la Artique. over the interior ice or mer de glace of This part of the country is peopled by Greenland was 143 miles in 57 hours the Lapps, or Laplanders, and those (two days nine hours) going and coming. living on the coast are called sea-Lapps. Mr. Dickson planned his races so as to spending their lives in rude hovels of have about an equal length of course, grass and logs, and making a living and it really was 141 miles long. The om the products of the sea. They competition for the high prizes offered | the reindeer acts almost exactly as if cutnumber all the other Lapland- took place last April, and occupied a ers in Norway, but live much poorer whole week. Three hundred and than the other has populous Lapp fifty france was the highest, or tribes of the interior. Their main food first prize, and was won by a Lapp the right or left side of the animal. is simply boiled fish. taking the worst | who had been with Nordenskjoid on his | according to which way the driver deones for this purpose, and sending the Greenland inland expedition. He got sires it to go. The reindeer, however, best to market. seldem used, while weak barley soup minutes, including all his rests and and goes winding around the country and a little salt or dried meat thrown therein varies occasionally their monot-onous fare. Among them we will find day. The second prize was secured by way around was the shortest way but little opportunity for a ride in any a Lapp who got in only half a minute | home," and this, too, on a plateau. kind of vehicle, for they have none ex- after the first. Two others got in within | where nothing obstructs its way becept the boats with which they twenty-two hours, and four more within youd the birch and willow in the little to sea to catch their fish, the day. All of them were appa- valleys of the streams. Now and then Resides the sea Lapps there are rently unexhausted, and joined heart- it takes a nibble of snow to quench its two other subdivisions of this race of ily in the festivities that ended thirst. The courses over the very flat people-the mountain Lapps and river this singular contest, many of Lapps. Thesea Lapps and river Lapps can the contestants returning at once to lakes—and the Arctic country is the be united in being called the settled their homes, fifty to seventy-five miles land of lakes—is by far the pleas-Lapps, while the mountain tribe is a distant, from which they had come to antest, and in fact more pleasnomadic one even in the depths of win-join in the races. It clearly demons- ant by contrast, for on all other ter. The river Lapps, however, in their trated that the Lapps could do more mode of life seem to have absorbed the than they had claimed in Greenland. his first ride, is in no small trepidation comforts of both the other parties with- and as the particular individuals were out being compelled to take up any of reliable in their statements, and only the discomforts of either. The food of their ideas of estimating distances be the mountain Lapp is almost exclu- ing questioned, it appears quite likelreindeer meat from his tame that they then travelled the full disflocks, while the river people add to tance claimed. that other kinds of meat and game, a When a Lapp goes down-hill on his without any regard to the terrified goodly lot of vegetables, and fish. skidors he uses one as a sledge on which driver, while a dash through the tan-Fromholt, speaking of the three kinds of to slide and steer, while with the other gled birch underwood, with the pulk this people, says: "The mountain Lapp | he turns his foot and scrapes the skidor. alone has preserved the pure, genu- thus regulating his gait. Says the ine characteristics of the nomad; the others are degenerated Lapps, and the "The Lapp begins to run on ski when river Lapp is, so to speak, the civilized a mere child, and attains great skill in s among the mountain Lapps that we ease up or down hill, jumps the steepmust look for the most typical cases of est inclines, and speeds across lakes primitive travelling, and we will briefly and marshes, through forest and field; In the summer time, if we accompany him, we must go afoot, or, at least, if we go as he does, and his only assistant will be a birch pole-a rough sort of alpenstock - which may be a third longer than himself, shape of a vehicle is the Lappish sledge. and the Lapps are a stunted race or "pulk," as it is usually called of people, very much like the (kjarris in Lappish tongue). Cut a man of our own continent. cigar in two lengthwise, and then across With this pole he jumps the nu- in the centre, hollow out one of the

merous small rivers that flow through marshy country, helps himself cheese made from reindeer's milk, a sledge that a "dug-out" the borderland of civilization, the pipe stimulents he needs to carry him on such and to swim in the broad arms of the eaves the grazing-ground on the high steau free to recuperate from the st winter's grazing for the next; des, he has many skins and bits ment to trade at the coast settleots, where he can also regale him-If in the fresh fish he catches, the stant diet of reindeer-meat and ik. Sailing through the picturesque the head of one, on what seems rd of mountain reindeer basking in n we will accompany the Lapp back equal to the New England ong, for there is yet no snow for ot straddle their beasts and ride as do some of the tribes of Arctic large, and somewhat after the sizes in consequence at the slighttameness that Texas cattle had e or two ago. Any person tryride one of them from the sea- drawn by a single trace and not by to the mountains would have his shafts, from which it follows that the n of the comfort of walking go up en once the winter has come on.

er, all this is changed. Even if than he might wish, and, finally, that p traveller goes on foot he at- two reins are not used, whereby the is snow-shoes to his feet, and the same amount of labor about is, however, very good reason why stretch out in the bottom of the sleigh—uples his speed. Says an observer the Lapps prefer the single to the for it is twice his length—and go to regions, describing the Lapp | double system, and each one has sleep on the reindeer-skins or furs and clusive fine trade.

snow-shoe, or "ski," or "skidor":
"These are two ribs of birch or fir,
six feet long, four to five inches
broad, and about a half an inch thick. In the middle, on the upper side, is a hollowed, smooth spot for the foot, above which there is a strap, the space allowing the insertion of the point of the shoe. On the other side a groove runs along the entire centre. The ski is pointed and slightly curved at one end and the edges rounded." It might be added that the "ski dor" is a solid piece of wood, like a weather-board or batten, turned up in front, and depends for its bearing surface on the snow on its extreme length—five or six feet—rather than by a wide spread, as in the common snow-shoe of bent form and cross-weaving of thongs. The road. Further, a sleigh would become common snow-shoes, like those used by some of our mountain Indians, are, bowever, used in a few parts of Artic Europe, but mostly among the Norwe-The Lapp runs on gians and Figns. there "skiders" as the snow-shoes are resistance. Finally, a pair of reins used, but mostly assisting him are two short birch poles or staves, with which he shoves himself along, like an Indian trained like a horse, and the expert poling his cance through shallow driver knows how to manage it with water, but the Lapp pole in each hand. Marvelous But let us take a ride in the tales have been told of the rapidity with which these nomads of the north part of Europe glide over the hard snows on the rolling plateau of their | castern Europe and where Asia begins. country when journeying from one point to another, and they really appeared so generous in their numbers of miles that some people were skeptical called, or each one may be for itself. until such good and undisputed authoas Baron von Nordenskjold, the well-known Arctic explorer, in attempt ing to cross Greenland from one coasto the other on the inland ice, and usin quite verified the former tales as Along this rugged shore-line the as to the capability of the Lapps to corhave passed (for it must be remembered that Nordenskjold had sent ahead his turned he only had their estimate of the distance they had travelled). Mr. Oscar But, while this is the condition | thought he would get up a series of Fresh meat is very over his 141 miles in 21 hours and 22 stoppages, or about seven miles an hour and over the road as if it was fully im-

same authority I quoted once above : It is therefore evident that it this sport. He runs with the greatest bunts the wolf and the bear, or follows the runsway reindeer, and undertakes

extremely long journeys, following his herd or visiting distant parts." The sole means of conveyance in the mouth or tapering ends as an Indian would make a "dug-out" cance, and down the shelving rocks, and this is this would be a miniature pulk. This about the only assistance he needs for sledge, seemingly a solid piece of his day's journey, which may amount wood, bears about the same relation to a lattice-work or open-frame does to bit of "jerked" reindeer meat, and a lap-streak boat, or the skidor to the that accompaniment of all savages on snow-shoe. The "pulk" is always drawn by the reindeer, with a simple and tobacco, being the only food and harness of wooden hames around the neck, a single harness-trace passing a day's journey. In this way he drives therefrom to the pulk, while a single his tame reindeer from the high mountain | rein runs from the neck to the driver's plateaus to the seashore in the early right hand. Everything is as simple as spring and back again in the late fall. it can be, and the Esquimau dog-harness The object of this singular migration of the mountaineer is partially that he must wander where his reindeer mishould have said that the halfgrate, and they leave the mountains in round, boat-like sledge has a keel se summer to avoid the insect pests which cuts into the snow and prethat there abound during this season, | vents it from upsetting-that is, if the driver is quite active with his body to ea. The Lapp himself is, however, assist it in preventing such an accident, clad enough to make the trip, for it for he must swav from side to side in an opposite direction from that which the pulk threatens to capsize, or the keel will be of but little use to prevent it from doing so. Of course the simple pulk and its simple surroundings are, like everything else owned by a simple people, the object of much undisguised comment from travellers first coming among them, and, with that presump tion so characteristic of civilization these "pulks" are loaded with more ideas as to improvements in their conbe a floating mass of brush that struction than they ever carried of more er inspection reveals to be the useful material in the hands of their berless spreading horns of a large owners. Fromholt speaks of this himself so clearly when among them that cold waters of the fiord as cattle I quote him briefly: "It is not the streams in summer with us surprising that many should wonme. As the winter time is coming | der why the Lapps adhere to this primitive and, as it seems, awkward. ere they are scattered out over an as if reindeer-driving was an invenvehicle and accoutrements, which seem tion of yesterday; and nothing is more although there are less than two common than the novice driver making sand of them "all told." We walk all sorts of suggestions for its improvewith our birch alpenstock to help ment. But experience teaches everybody that the Lapps, like most natives, sledges or snow-shoes, and they know best what suits their requirements, and that the pulk ought to remain as it is. What is most annoying Although I have spoken of to the uninitiated is that the pulk does reindeer as tame animals, it is not, as the sleigh, travel on runners. by comparison with the deer fam- but on a little keel, and cap-

est bump or want of balance

the part of the driver, and that it is

reindeer cannot hold it back down-

hill, which often causes the traveller to

come down rather more precipitately

animal might be driven better. There

forest and across mountain, where the road is obstructed with logs and stones and the pulk has often to shoot down a declivity of a couple yards. The sleigh would capsize quicker than a pulk, strange as it may seem, as the latter only capsizes in the hands of an inexperienced driver. The same argument may be advanced against the shafts. These would have to be very thick not to break, while they would prevent the pulk from sliding down in such a case as mentioned, and giving in the innumerable curves of the entangled in the branches and underwood of a close forest. The pulk. being wedge-shaped, can follow ever the reindeer can get through, as there is nothing at the sides to offer any ent than useful, as the reindeer is not broken in and has one one rein with the greatest ease." But let us take a ride in the where we will again change our mode of transportation before reaching There are two choices of going even yet; the pulks may be fastened one behind the other, or "raide," as it is We prefer the latter. The novice is told to take the rein in his right hand. sticking his thumb in a hole cut in the leather at the end, and twist the " slack " around his wrist until the rein is of the proper length. When everything is ready the leading driver, who is a native, of course, gives a word of command to his animal, and the whole caravan starts like a load of grapeshot out of a cannon, and if the novice has not been prepared for this by experience or advice, the lumbar region of his back may seem to be lumbered up with three kinds of neuralgia and an attack of rheumatism for the next forinight. The tame (?) reindeer knows but two kinds of gait when harnessed to a pulk, and one is the wildest kind of a run or a gallop, and the other is that long, swinging trot for which the larger species of the deer family are so well known; and the latter is never assumed till the former has tired the animal into it, when, with lolling tongue and heaving breasts, he takes this slower method as a sort of a rest. In fact, with the exception of standing quietly at the door habitation until you are ready to start. you had harnessed a wild Texas steer to the pulk and he was trying to get away from it. The rein is thrown on obeys the rein only in an indefinite way plains, and especially on the rivers and kinds of ground the traveller, taking as to the result. Going up-hill he feels as comfortable as a man in a runaway buggy, while going down a steep decline there is a race between the reindeer and the pulk, which keep passing each other and getting mixed together flying from bush to bush like cracker on a whip, is not unlike an equestrian novitiate on an ambitious broncho." The rider on his first trip

> more confidence in himself, and finds necessitate a broken or bruised limb. The reindeer is to the Lapp what the dog is to the Esquimau, and in addition they give him food (meat, milk, and cheese) and clothes. There are a few wild reindeer in northern Europe, distinct from the tame species in being larger. The total number of tame reindeer in the land of the Lapp is nearly half a million, but not near all of them are trained to harness in the pulk, for a family of ordinary size expects. to slaughter forty or fifty each year. and trade away half as many, and these are seldom trained, while those broken in are not part of those doomed to destruction until they are rendered worthless by accident or old age. There is never more than a single reindesr fastened to a pulk, and seldom more than one person in these Lappish sledges (children excepted), but good driver can take a dozen "greenhorns" riding by putting each one in a pulk and tying the reins belonging to its animal to a pulk in front, forming a string of them, he taking the Thus families travel, pulks unoccupied by people being used to store away the family effects etc. A very small amount-about the weight of a man-is usually carried in a pulk, so it is easily seen that as a method of transportation it is a very travelling. inferior one, and the most nomadic Lapps have quite a small supply of effects, to accommodate themselves to these circumstances. While on our trip we stop about every three hours. unharness the reindeer, it is turned out

will be quite glad when the end of the

journey is reached. These temporary

trepidations wear away as one gets

and the journey resumed. Crossing the boundary that divides the land of the Lapp from that of the Finn we change nationalties, and flags also, although under Russian rule there are a few Lapps, less than a thousand, however, all of whom have reindeer and pulks. In Finland you are sure of your journey, as the law compels each house where you stop to furnish meals at a fixed rate and reindeer and horses to convey you to the next station. The deer. The Finnish sleighs are a cross between the sledge and sleigh, being low and long like the former, but light and of lattice-work frame like the latter. They are very comfortable modes of conveyance to even a novice, and if he understands a little of the Finnish tongue he can journey comfortably all over their country, changing horses and sleighs at every farm-house encountered on the way. Every farmhouse is a legal inn, but no one is compelled to carry you farther than the next one on your route. The Finnish sleigh is extremely elastic, and you almost feel as if there were springs under you as you jolt along on the rough roads cut through the heavy

forests of fir, which spread over the

greater part of this Arctic coun-

try. The scenery being monotonous, in course of time the traveller may

advantages of its particular kind in rugs, or the rough hay that he can get reference to the nature of the road. A sleigh would, for instance, sink far deeperinto the loose snow, and be broken to pieces over rough ground, through forest and arross manuface, when the Siberia is entered. Arctic Europe is Siberia is entered. Arctic Europe is the least Arctic of the three divisions

A Sational Christmas.

(Charles Dudley Warner to Harper) Congress has never legislated to protect the mistletoe or the bolly, though it is perfectly well known that these boliday plants, which are much more necessary to Christmas than eggnog. find their way over here from England in considerable quantities, and take the place of our American varieties. This neglect is defended by the congressmen who give so much time to the study of botsny in our Agricultural Department upon the ground that no amount of duties would change the character of our native plants. It is assumed that a moderate protection, not for revenue, but to satofy the American sentiment, would not give to our holly (which is already a respectable plant in Virginia and elsewhere) the very glossy leaves and the very brilliant scarlet berries of the English growth. It is perfectly well krown that the grape (wine being well protected) by long cultivation here becomes refined and purged of those gross, earthly, highly-fruity qualities which connoisseurs (when they have who has shaved off her eyebrows, seen the label) so much detest in wine. But whatever effect legislation would have on the American bolly, the plant as it grows is adequate to express the American Christmas sentiment. With the mistletoe the case is still stronger. It is of no consequence that this mystic parasite, which flourishes so abundantly along our southern coast, is not the veritable viscum album that the Druids handled with so much solemn mummery. It is a perfectly respectable mistletoe, with a virgin white berry. and answers every purpose The young lady. the other. when she inadvertently stands the doorway under the mistletoe bough. is not thinking whether it is a riscum albem, and the kiss which the young gentleman steals, by immemorial right, is just as sweet as if it were called by any other name. He is a thief, whose sins are forgiven by fore-ordination, although he does not know that the plant is a phoradendron. The Drawer would not escape, if it

could, the sentiment attached to the English holly and mistletoe, and it would like very well at Christmas to mingle the American and English varieties in token of international kindness and the universality of the highest festival of the Christian year. But it is not sorry to see growing a strong American sentiment, not boastful or bumptions, but one of satisfaction in things American. And Christmas, with its to indulge it. It happens that the holly necessity can wish. In the period of and confidence, that most bind people together. And the day has come-has it not !- in the United States, when nothing is lacking to the perfect unity in sentiment and national pride on Chistmas-Day. See! As the morning dawns which means peace and goodwill among all Christian peoples, the South hangs up the mistletoe-bough, and stands under it in the doorway. looking neither south nor east nor west nor north, but just looking in maiden unconsciousness. Christmaslike; and the North-well, the North, if the Drawer knows it, just accepts

"Knick-Knacks [The Youth's Companion.] A lady living in the country near a incident, for the truth of which she vouches: An emigrant-wagon came along one day and stopped in front of the house. It was a sorry-looking turn-out, consisting of a rickety old covered wagon drawn by a lame horse and a bony, old, blind mule. A woman wearing a faded calico dress and a man's straw hat was driving. She reined her team up under a tree in front of the house and came up to the porch on which I was sitting.
"How de do?" she said, with a

marked masal twang.

"Good-day," I replied.
"You the madam here?" "I am the lady of the house." " Awful hot, ain't it?" "Yes, it is. It must be very warm

"It's fairly bilin'. I stopped to ask

a little favor."
"Indeed," I replied, "I shall be glad to oblige you if I can." "Thankee, mom. Well, you see, my

man's sick out yander in the wagon."
"What is the matter with him?" I to feed on the moss for an hour or so, asked.

"Oh, I dunno. He's jest natchelly pulin'. Tha's all. He cayn't seem to eat plain, substantial food, but is allers wantin' his little knick-knacks; so I've stopped to ask if you've got anything in your cubberd like a little right sour buttermilk or clabber an' some cold greens or cabbage and sody biskits. with a slice o' real fat bacon to go with

Finns have a few reindeer, which are thoroughly domesticated, but in general their draught animals are horses, a runty sort of cob as hardy as the reinwhich the "pulin" man ate with great which the "pulin" man ate with great avidity, giving me the impression that no great anxiety need be felt regarding his physical condition.

A new old style now exhibited in watches for ladies' wear is a Louis XIV. design; in a word, a fac-simile of the watches carried during that period by the court beauties. These watches show oval faces and are decorative in effect; some have gold faces with enamelled numerals and ornamental hands; others present blue enamelled faces with silver numerals and gold hands. These watches are open-faced, but are provided with full cases, so that a lady can please herself as to whether she wears the one or the other. for the cases are easily adjusted. Some of these revivals show rows of jewels in their decoration. For jewelled watches there is always more or less of a demand, hence these are to be found in the show-cases of all houses with an exIN THE FAR EAST.

JOURNEYINGS IN JAPAN.

Japanese Shora and Cahres - Salt Merebants-Painting Crapes and Velvets-tion it is A Kioto correspondent of the Globe Democrat writes: Visiting temples and palaces, guide-book in hand, is too much like the duty-work of that order that the sight-seer has to accomplish in Europe for one to rejoice greatly in its novelty, and one feels that he is having more truly Japanese experience when he wanders aimlessly, and prowls about the streets and by-ways, of the city. The shops are an unceasing delight. and being all open to the street, and the floors raised platforms covered with mats, it makes each shop seem like some miniature theatre with curtain rolled up and drama in progress. The people are always picturesque, their costumes and accessories artistic, and once beset with the idea that these open shop fronts are so many stages, one sees only well-arranged tableaux, groups. each hair and shadow on their fine silky and scenes along the miles of pretty in teriors. The rows of clogs and sandals below the platform are perpetual invitations for one to shake off his dusty shoes and tread the clean, smooth mats and sit beside the mother of the family. blackened her teeth, come to a simpler way of dressing her hair, and given up red and gay colors in costumes as a of gaudy bullion, or even these realtacit sign of allegiance to her lord. The comical Japanese babies, with their study, and these odd little bits of humanity are like a bric-a-brac in their quaint and irresistible charms, and one ground of ; old paper, as in the screens longs to carry a few of them home as curios or ernaments, or else wishes that Kate Greenaway would come to Japan A native prefers, above all, one welland picture them all in rows. Ja- drawn skeleton branch of a cherry- or panese babies, unfortunately, have a genuine fear of foreigners, and one's

approach in friendly advances generally sends the miniature man or woman screen-picture cut up in little pieces in frightened sears to hide behind its mother. The little ones stare as if and crowded with beasts, birds, flowers, and trees. fascipated by the terrible sight of the big. ugly foreigners, but the first move Japanese house are always as steep as wards them makes them shake with fright, and one is rather chagrined to have his amiable moods met in such a way. It is evident enough that Japenese mothers make a bogaboo the foreigner, and the funny little mites doubtless imagine that some one of these enticing strangers will make away with them and crunch their bones in his lair. These shops that open to the main street with all their wares in view are not the places, however, where one can find the rich and ware artistic things

that are the special creations of the best Japanese art-workers. In the open shops one sees only the cheaper and overflowing good-will, is a good season | commoner things in every-day use, with flourishes with more beauty and vigor here and there. It is in quieter streets, in the South than in the North, and and behind latticed walls that the that the mistletoe likes the flavoring air | rich merchants live and carry on their of the Gulf States. The South is thus manufacture of crapes, brocades, able to contribute something essential. bronzes, porcelain, and enamel that in our traditions, to the Christian fes- make Kioto famous as the centre and tivities; and the North, in taking it, is seat of the finest art industries of the conscious that the great country is our empire. There are no such things as country, having in its vast domain all large factories, with all the folderol that national pride or sentiment or and expense of wholesalers and retailers, drummers, commission merchants, alieration the two sections, it seems, and middle-men to eat up profits and were in a kind of vegetable ignorance make things dear. What the merchant of each other's capacities to satisfy the sells his workmen make on the prefiner sentiments of each. The North mises, or at their own little homes, thought it must go to England for its sided by their families, and a commerannual romance of the holly and the cial buyer makes nothing by giving mistletoe. Now, with a better under-to one man a single large order standing, it knows that the united on the grand American wholecountry contains all that even poetry sale plan. The Japanese mer-can demand for the great festival. The chant gets confused and driven Drawer, which never has any con- to his wits' end when the enumeracealed motive, frankly confesses that the tion reaches hundreds or thousands, object of this paper is to induce the and in proportion generally charges North to send to the South for its | more on large orders than by retail. Christmas decorations. It is the little One engaging old soul here, who makes things of life, the little acts of kind- most heavisful lanterns of paper and fine silk tissue, showed five to an American dealer some tiny little mites of toy lanterns no bigger than your thumb, made of bright red paper and complete with candle, wire-loop, and bamboo stick. At that time he had 200 or 300 of the little lanterns, and the American buyer, who was wandering here and there picking up things for the mar-ket, took them all. Last week the American went into the same place unwittingly, and had bought hundreds

of large lanterns, when, toward the copclusion of the sitting, the lanternman, with an indifferent air, showed the challenge like a gallant gentleman, glad to find a good enough riscum

American instantly recalled his former visit, and, remembering how the toys had taken across the water, told the lantern-maker that he would take ten thousand of them as soon as he could public highway relates the following make them. The manufacturer looked not so much aghast as bored and indifferent at his crazy customer, and quietly refused to make any on order. He said that his wife amused herself by making them on winter evenings, and all argument and offers failed to convince the old hard-head that it was well worth his while to make a specialty of the little toy lanterns. He only sat there while his visitor discoursed in a worldly way, and after selling him the 300 lanterns that he had on hand graciously said that he might have some more for him if he came around next summer. It is this lack of the real, grasping, money-making, business instinct that makes it so hard for an amateur to buy of these people, or to find the things that he wants to buy. One would think that they had not the least desire to sell their things the way the game goes on, and time is certainly not money in this country. As the best shops show no outward sign of the business. tablishment, are a work of endless dewe felt rather uncertain when our jinrickisha men dropped the shafts before a solemn-looking house, whose latticed front was painted a dark brown, and assured us that it was Nishimura's merchant and crape manufacturer of

weaving. place. Nishimura is the great silk eighteen-inch wide crapes is not really Kioto, and it is he who, at Government request, has exhibited the most can looms now turn out for wonderful fabrics and embroideries at such trifling prices. These gaylythe expositions of Vienna, Philadelphia, and Paris, and brought home the gold and bronze medals. Stooping, we entered a latticed gate and saw at our are usually woven in lengths of fifty feet right only two large matted rooms, opening on a narrow inner court, and across the court smaller matted rooms | to be wound twice around the waist and that seemed plainly to be the living-rooms | tied, or for a child's kimous, and costs of the family. Three men were sitting before the lacquer boxes that serve as moistened, stretched out on a board, and desks in Japanese shops, with the in- its edges fastened in line with rice-starch. evitable little bowl of coals beside them for their pipes. There was not a thread of silk in sight nor anything to suggest that silk or crape could be found in the place, nothing but the smooth mats, the polished wood walls and the three men in their loose cotton gowns in | perforated card-board pattern, if the sight. We were inclined to apologize and withdraw until one of the sa- ral outline. The luting men pointed to the right, starch is then washed out, and the next and leading us down the narrow passage of a court and around a bamboo in. Like the successive stones of a screen introduced us to the lower floor , chromo, each color requires a different of the big "godown." The "go- painting until it comes to the end, when down " is the fire-proof storehouse attached to every Japanese house or establishment, and is built of plaster and tiles, with walls nearly a foot thick, small barred windows, and a ponder-

On the first floor of Nishimura's ranging from \$20 to \$2,000, the latter a the floor, and the crape was swung marvellous piece of embroidery, fine over the gentle heat in order that enough to need a glass to show the wonderful arrangement of stitches, and effective enough to show as a brilliant decoration across the largest room. One pescock, that threw its gorgeous feathers over an entire panel, was reproduced to the finest detail. and for every feathery tip on the peacock's breast and tail there were stitches corresponding on the satin panel. One most striking bit of embroidery was a screen-pane of black satin showing a branch of a his blue-black plumage worked out as tinely and showing as effectively on the dall black grounds as the control of the control dull black groundwork as if on white. On CLEANSED PURIFIED, AND BEAUTIing themselves under a mossy old tree, tach hair and shadow on their fine silky coats reproduced with the needle and floss. Deferring to the cruder tastes of foreign tourists. Nishimura has scores of narrow-papelled screens embroidered with storks and impossible flowers in heavy gold thread—a style of screen heavy gold thread—a style of screen heavy gold thread—a style of screen heavy gold thread-a style of screen and needlework that no Japanese would give houseroom to. To them the most beautiful screens are not these panels of gaudy bullion, or even these realistic needle pictures in colored silks, and for their own houses the Japanese prefer one single design of great

MAUGHT BUT GOOD.

We have been selling your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Soar is decidedly the best-selling medical soap we lock the past three favor. Your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years, and have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years. And have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years. And have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years. And have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years. And have never heard aught hut good words in their favor. Your Cutticuta Reaction of the past three or four years. And have never heard aught hut good words in the past three favor. Your Cutticuta Reaction of the past three or four years. And have never heard aught hut good words in the past three or four years. And have never heard aught hut good words in the past three or four years. And have never heard aught hut good words in the past th prefer one single design of great simplicity stretching across the whole screen, painted either in colors on a of the old temples and palaces, or in India-ink on fine tissue- or rice-paper. plum-tree outlined against a full moon. and wonders not a little at the strange notions of the foreigners who want their

The stairways to the upper floors of a those on shipboard, and ascending to the second floor of the godown was like climbing a slippery ladder. The fukusa. or big square Kioto cushion-covers, on the sold everywhere. Price: Curicura, the sold everywhere. Price: Cur ed, were stacked in piles on tables up there, and the two barefooted, bushyheaded young boys who had us in charge shook them out and held the embroidered pictures up before us by the half hour before we tired of the sight. Such a wealth of color and tinsel, such bearded old men, such birds, turtles, flowers, junks, crests, symbols, and scenes were embroidered on those squares of satin and crape as to make one sigh and leel helpless at the prospect of choosing from them. everything of Japanese workmanship, there were no two in the least alike, and the choice was simply between two hundred and more beautiful square yards, all differing in attractions. ceremonial occasions the Japanese use these fakusa as covers for the floorcushions, and one can picture the effect of these brilliant squares laid around on the white-straw mats awaiting a

company to be seated. A specialty of the Nishimura estab-lishment is painted velvet. Kakemo-sharp or granular feeting, which nos, screens, and cushion covers are FREVENTS THE BREAD FROM BEING made of the uncut velvet, on which designs are painted, and softly shaded here and there. Wonderfully plu-maged birds, softly tinted lotus bloson this material, and the effect is most beautiful. The velvet is woven on a hand loom in a shabby building back of the godown, fine copper wires over which the pile is raised are left in when the velvet is the strokes of his brush he uses the knife to give the proper shading with the cut pile. The edges, background, and high lights of the picture are of the repped, uncut surface, and the velvet shading is all the softer by the strong contrast of the surfaces, and well worth 88 and 814 for a single fukusa. Crape-weaving is carried on by scores

of men and women working in long. open buildings, and from the reeling of the silk to the finish the whole process can be seen. When the crape is on the loom it is only a thin silk tissue, a filmsy-looking sort of material, such as they use for painting the panels for screens and kakemones. It has a perfectly smooth, glossy surface, and the threads each way are drawn tight and even. From the loom the piece crape, which is generally made lengths of fifty and sixty feet, is plunged into a vat of boiling water and stirred about in the steam for a few minutes, and this process shrinks the threads and gives the crape its wrinkled, crinkly look, When dried the crape is tossed in heaps, each length of mussed, vellowy stoff, twisted and tied like a skein, and but for the silky lustre it looks like so many ragged and badly-handled pieces of unbleached muslin. After this the crape is bleached or dyed and stretched on bamboo frames to dry, when it becomes the smooth, soft crape with "a wrinkled skin, like scalded milk." that every woman raves over. The twenty-yard lengths of wide crape are sold at prices ranging from \$13 to \$25, depending on the

weight of the silk and fineness of The painted crapes, which are a specialty of Kioto and the Nishimura estail, and it makes one weary to look at them after knowing how much toil goes to each yard of the gayly-figured goods. Although brilliant in color and wonderful in designs, the effect of these more than equal to that of the beautiful satines that French and Ameripainted crapes are chiefly used in Japan, where the children's dresses and girls' obis, or sashes, are made of them. They and divided for sale into fourths, each one of which is enough for the wide obi from \$4 to \$6. To make it the crape is The outline of the principal design is then painted on with an indigo-brush, this in turn gone over with colored starch, which prevents the colors from running together, and the first color is then applied with a brush through a design is one that repeats itself in genefirst dressing of color outlined with starch and brushed only little touches of different colors need to be applied. The crape is then washed for the last time, joined in one piece and stretched on bamboo frames that revolve on wooden wheels. Three ous double door like a burglar-proof or four workmen seated on the floor safe. As the godown is usually paint. where the frame is stretched have their

ed black, the resemblance to a big safe is really strong, and one finds all a man's riches in his godown.

On the first floor of Nishimura's crape along to the next man. Although godown were displayed the embroidered screens that so easily set one wild if he has any taste for art needlework and Japanese designs. There were screens the last colors might dry as quickly as applied. While the practical man wailed at the waste of time, energy, and forces that might be applied to other ends, we of the feminine side felt bound to insist that all his machine-made satines and delaines in the world were not equal to one vard of Kioto printed crape, into which the soul of so many artists enter, and quoted some of Oscar Wilde's raptures about "Handicraft Handieraft !"

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Freight received daily for Norfolk, Portamouth, Smithfield, Hampton, and Waverly, Va.; Washington, D. C.; Newbern, Washington, and Tarboro', N. C.; all stations on ington, and Tarboro', N. C., all stations on Alasnite and Danyulle railroad, Seaboard and Roanoke railroad, Norfolk Southern railroad, and Eastern Store Carolina gene-rally; also, for Eastern Shore of Virginia, and all regular landings on James river, at 10 WEST RATES, and through bills issued. L. B. TATUM, Superinteadent, oc 30 No. 1109 Main street and Rocketts. OLD DOMINION STEAM-BHIP COMPANY.

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Passenger accommodations unsurpassed.
Cabin fare to New York (including meals and berth), \$10; round-trip tickets, \$18; steerage, with subsistence, \$7; without missistence, \$6.

Freight forwarded and through bills of isding issued for points beyond New York.
Freight received daily, until 5 P. M.
Manifest closed on sailing-days one hour before departure.
Passengers leaving Richmond by the Chesapenke and Ohlo railway at \$15 A. M. on Mondays. Tuesdays and SATURDAYS will make connections at NORFOLK with the steamers leaving those days.

SALLINGS THIS WEEK.
BOANOKE, Captain Couch, BUNDAY, November 15th, at 10 o'clock A. M.
OLD DOMINION, Captain SMFRE, TUESDAY, November 15th, at 10 o'clock A. M.
WYANOKE, Captain Couch, SUNDAY, November 15th, at 20 o'clock P. M.
WYANOKE, Captain RULPHERS, FRIDAY, November 15th, at 20 o'clock P. M.
WYANOKE, Captain RULPHERS, FRIDAY, November 15th, at 20 o'clock P. M.
GEORGE W. ALLEN & O., Agents.
No. 1301 Main street and

BATTEROAD LIVER. 11 - 1 - 1

RICHMOND AND DANVILLE

SCHEDULE IN EFFECT SURDAY, NO-VEMBER, 16, 1886. LEAVE RICHMOND.

LEAVE RICHMOND,

100 A. M.—(Through-Passenger Mail daity)—For all staillines between
Shehmond and lianville, conRaietgh, Goldsborn, and points
on Saieth Branch; Fayette
ville and all C. F. and Y. V.,
local points, and at Charjothe
for Columbia and the Southeast; also for Atlanta, New
Orleans, and South-east;
Pulman Sleeper, Richmond
to Greensborn, Danville to Avgusta, without change, and

gusta without change, and Danylile to New Orleans with-out change. Through Passenger, daily)— Stope at all stations, connect-

Southwest,
Pullman Suffet Siesper, DanPullman Suffet Siesper, Danville to Atlanta, Greensboro to
Asheville, Danville to New
Oriseans without change,
'\ Ork. Hiver Passenger, daily'
Stops at all stations and connects at West Point (daily except Sunday) with Steamer for,
Ealthmore and points North,
(Bon-Air Accommodation,
daily except Sunday) for Coalpeld.
(York. River. F. 2:45 P. M.

7:10 A. M.—York-Blver Freights-from Twenty-fourth-Street depot-daily except Sunday)-for West Point. ARRIVE AT RICHMOND. 7:00 A.M.—From Allanta. Goldsbory, Baleigh, and intermediate points (daily). 8:41 A.M.—From Conflict and Bon Air

8:41 A. M.—From Conflict and Bon Air (daily except Sunday).

10:15 A. M.—From West Point (daily) Baitimore and points North (daily) Except Monday).

4:07 P. M.—From all local stations. Atlanta. New Orienna, and Southwest (daily).

8:20 P. M.—Freight (daily except Sunday) from West Point.

Ticket Offices: 1000 Main street, and at the Richmond and Danville railroad depot, Virginia sireet.

General Passenger Agent.

Sol. HAAS, Traffic Manager.
E. B. Thomas, General Manager.

ATLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL4 ROAD TIME-TABLE.

Commencing SUNDAY. November 15, 1881 trains on this road will run as follows: TRAINS SOUTHWARD. No. Richmond. Petersburg

6. +7:00 A.M. 9:45 A.M. Mixed train.
84. -8:55 A.M. 9:30 A.M. Accommodative.
48. -10:49 A.M. 11:88 A.M. Through train.
40. -2:48 P.M. 8:25 P.M. Fast Matt.
86. -5:10 P.M. 6:35 P.M. Accommodative.
42. +9:23 P.M. 10:08 P.M. Through train.

TRAINS NORTHWARD,

No. Petersburg. Richmond.

48. *4:58 A.M. 5:4* A.M. Fast Mall. 88. +7:10 A.M. +0.5 A.M. Accom/odat'n. 45. *10:08 A.M. 10:58 A.M. Thron'n train. 88. +12:85 P.M. 1:88 P.M. Accom odat'n. 7. *5:00 P.M. 10:00 P.M. Inrough train. . Daily, +Daily (except Sonday).

STOPPING-PLACES.

STOPPING-FLAUES,
Nos. 40. 42. and 43 hake no stops. No. 47 and 48 stop only on signal at Chester. Nos. 47 and 48 stop only on signal at Chester. Centralia and Manchester. Nos. 4, 38, 48, 58, and, 88 stop at all stations for passengers.
PULLMAN-CAR SERVICE.
On trains No. 40 and 45 steeping-cars between Washington and Charleston, On trains No. 40. 42, 45, and 47 anephis-cars between Washington and Jacksouville, Fla. On trains Nos. 47 and 48 steeping-cars between Washington and Jacksouville, Fla. The ONLY ALL-RAIL BOUTE TO NOS-FOLK.

LEAVE. ARRIVE.

THE ONLY ALL-RAIL BOUTE TO NOME FOLK.

Bichm d. 10:49 A. M. Norfolk. 8:20 P.M. Richm d. 24 - P. M. Norfolk. 8:20 P.M. Richm d. 24 - P. M. Norfolk. 6:20 P.M. Norfolk. 1:00 A.M. Richm d. 1:55 A.M. Norfolk... 10:00 A.M. Richm d. 1:55 A.M. Norfolk... 10:00 A.M. Richm d. 1:50 P. M. Norfolk... 10:00 A.M. Richm d. 1:50 P. M. Norfolk and Si make close connection to and from Farmville Lynchburg, and southwestern points, and way-stations on the Norfolk and Western railroad. No. 35 running daily and No. 34 daily, except Sunday.

Buperintendent of Transportation.

T.M. EMERSON, General Passenger Agent, Soil Haas, Traille Mainger. 10.14

RICHMOND, FREDERICKSBURG

AND POTOMAC RAILBOAD. THROUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORE PHILADELPHIA, NEW YORK, AND EASTERN AND WEST-ERN CITIES.

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RICHMOND, FREDERICKSBURG
AND POTOMAC RAILBOAD—Schednie commencing NOVEMBER 15, 1885—
ensiert standard time:
6:00 A. M., leaves hyrd-Street station
daily; stope only at Ashiand,
Junction, Milford, and Fredericksburg. Sie eper from
Jacksonville to Washington.
11:07 A. M., leaves Byrd-Streetstation daileaves Byrd-Streetstation daily except Sunday. Sie-eper
from Charleston to Washington.

from Charleston to Washington. leaves Byrd-Streetstation cally. Sleeper from Jacksonville
to New York and from Charleston to New York.

10:29 A. M., arrives at Byrd-Street station
daily. Sleeper from New York
to Jackson ville and from New
york to Charleston.
2:39 P. M., arrives at Byrd-Street station
daily; stops at Fredericksburg, Mifford, and Junction.
Sleeper from Washington to
Charleston and from Washington to Jacksonville. 9:08 P. M., arrives at Byrd-street station daily except Sunday. ASHLAND TRAINS.

ASHLAND TRAINS.

BALLY EXCEPT SUNDAYS:

4:09 P. M., accommodation, leaves BroadStreet station; arrives at Ashiand at 5 P. M.

6:04 P. M., leaves Elba; arrives at Ashiand at 6:44 P. M.

7:50 A. M., arrives at Elba; leaves Ashiand at 6:43 A. M.

8:55 A. M., accommodation, arrives at
Broad-Street station; leaves
Ashland at 8 A. M.

5:59 P. M., arrives at Elba; leaves Ashland
at 5:12 P. M.

C. A. TAYLOH, General Ticket Agent.
E. T. D. MYERS, General Superintendent.

RICHMOND AND ALLEGHANY SCHEDULE OF TRAINS

RICHMOND AND LYNCHBURG. Through Accom-Mail, modation, Express, †No. 1. †No. 8. †No. 9.

Lesve Richmo'd 6:30 AM 8:30 PM 6:45 PM Richmo'd 6:30 AM 8:30 PM 6:45 PM Arrive Scottsvie 11:88 AM 7:35 PM 11:37 PM Hurdavie 12:07 PM 8:10 PM 12:38 AM Lynchb'g 2:40 PM 4:05 AM 1exing'n 6:10 PM 7:35 AM ChittonFe 6:25 PM ARRIVE RICHMOND.
9:20 P. M. MAIL daily (except Sunday).
10:05 A. M. ACCOMMODATION daily (ex-

7:40 A. M. NIGHT EXPRESS daily (ex-SUNDAY ACCOMMONATION between Richmond and Scottsville leaves Richmond 8 A.M.: returning, arrives at Richmond 7:15 P.M.: CONNECTIONS.

At Richmond with associated railways and Richmond, Fredericksburg and Potomac railroad; at Lynchburg with Virginia Midland railway and Norfolk and Western railroad; at Chiton Forge with Chesapeake and Ohioraliway; at Lexington with Baltimore and Ohioralimad.

Sicepting-our attacked to Night Express to Lynchburg.

Tricins marked † daily (except Sunday), Tickets sold to all points. Offices; 120c east Main street, 1000 Main, and at Richmond and Alleghany depot. Eighth and Canal streets.

J. R. HACMURDO, General Passenger and Express Agent.

CHESAPEAKE AND OHIO RAIL WAY.-NOVEMBER 15, 1886: LEAVE RICHMOND.

7:40 A. M. Through and Local Mail except Sunday. Connects for Lynch-8:15 A. M. For Newport's News, Old Point Comfort, and Norfolk daily ex-cept Sunday. 8:50 P. M. For Newport's News, Old Point; and Norfolk. Except Sunday. 4:00 P. M. B. F. and P. Junction accom-

6-25 P. M. F. and P. Junction acc modalion, except Sunday. Fast Express, with three Pulman cars. Daily. ABRIVE RICHMOND.

ARRIVE RICHMOND.

8:45 A. M. From R., F. and P. Junction.

11:55 A. M. From Norfolk. Old Point, and Newport's News. except Sunday.

8:40 P. M. From local points and the West. except Sunday.

6:20 P. M. From Old Paint. Newport's News. and Norfolk daily except Sunday.

8:55 P. M. From Louisville and Cincinnati, Fast express daily.

Depot: Seventeenth and Broad streets.

Tickets at 1000 Main street and depot.

H. W. FULLERS.

General Passenger Assent.